

# EVENING BULLETIN

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THURSDAY SEPTEMBER 3, 1908

Honolulu extends its most hearty congratulations to the Brothers of St. Louis College who celebrate a twenty-fifth anniversary of their magnificent work among the youth of the islands.

## OPPORTUNITIES FOR YOUNG MEN IN HAWAII.

Opportunities are not lacking for young men in the Territory of Hawaii. Every-day events prove this, although much is said of the narrow future that offers our youth.

Director Wilcox of the Federal Agricultural Experiment Station, in speaking before the Territorial Board of Agriculture at its last meeting, stated that young men were wanted to become experts in the rubber industry—to learn the business.

Here is a prospect that might well appeal to any young man, with ambition and a natural liking for work in the field. The rubber industry is new to Hawaii. If it is a success, it will go forward to a profitable stage under the direction of trained and experienced men, trained under local conditions and possessing a thorough knowledge of local peculiarities of land and climate.

The opportunity is exceptionally good because of the assistance and moral support available on every hand, from the Territorial Board of Agriculture, the Federal Experiment Station, and the College of Agriculture and Mechanical Arts, and from the practical men of affairs who want efficient workmen engaged in their industrial projects.

The men who will direct the new industries of these islands are the young men of today who are willing to "get in and work from the ground up." They are wanted everywhere and the young people in our schools who appreciate this are the ones who will succeed, and at the same time make a name for themselves in the progressive history of Hawaii.

## CATTLE SHIPMENT REFORM.

At last a move has been made for the better treatment of live stock in inter-island transportation.

It had to come some time. It was only a question of when the tide of indifference would turn.

The handling of cattle on the inter-island steamers is a very difficult problem. There is no doubt of it. The absolute lack of wharves and proper landings furnish in some instances a perfect excuse for methods that are picturesque when viewed in a moving-picture machine, but, in fact, much like the boys throwing stones at the frogs—"fun for the boys but hell for the frogs."

Just what shape the improvement should take, the Bulletin is not prepared to suggest. A definite movement to force a change by law will undoubtedly result in practical methods that will be a fair average of the theories of the S. P. C. A. and the hard problems encountered by the men who have to handle the animals.

## PENSIONS AND WAR DEBT INTEREST.

The assembly of the Grand Army of the Republic gives immediate interest to a table prepared by the New York World showing the expense of the Civil War that is borne by the people of the present day. As the interest on the national debt resulting from the war decreased, the payments made to the veterans and their families for pensions increased. The table follows:

	Pensions.	Interest.
1867 . . .	\$ 20,936,552	\$143,781,592
1872 . . .	28,533,493	117,357,849
1877 . . .	27,963,752	97,124,512
1882 . . .	61,345,194	71,977,207
1887 . . .	75,029,102	47,741,577
1892 . . .	134,582,053	23,378,116
1897 . . .	141,053,164	37,791,110
1902 . . .	138,488,560	29,108,045
1907 . . .	139,290,910	24,482,524

The sum of these two great legacies of Civil War was in 1867 \$144,718,144; in 1907 it was \$163,773,434—not much of a decrease, but relatively to the expanding resources

of the country a very much smaller burden.

The World used these figures as a text for preaching its readers a sermon on "swollen Army and Navy expenditures" that have increased four fold in twenty years.

Pullitzer's great paper always has been a crusader on the subject of preparedness for eventualities of war. It classifies the appropriations for naval increases and Army improvement as extravaganzas. It puts the Cromers and Robertses of England with the Roosevelts and the Hobsons of America in the same boat as alarmists and advocates of dangerous policies.

Fortunately for our country, the people are following with reasonable speed the program of preparedness outlined by the Roosevelts while refusing to be "scared" by the Hobsons. We can much better afford to build ships and have them go to the scrap-heap unused, than to jeopardize the Nation and its people by a policy that will make war attractive to other nations. We want our heroes to live. We prefer to employ them in the Army and Navy, at a great expense to the country rather than burden posterity with other millions of war debt and further millions of pensions to the widows and families of brave men whose lives have been sacrificed in wars that might be averted.

## MUNICIPAL ACT DECISION.

The lawyer reads court decisions for technicalities. The layman judges it by the rule of common sense and the probable good result.

From the layman's standpoint, the decision of the Supreme Court on the Municipal Act is satisfactory.

It is possible to do most anything with the law. Decisions can be obtained to satisfy every side of the case, and we have not the slightest doubt that the Supreme Court, had it been disposed to render a "policy" decision, could have overthrown the



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Municipal Act and given popular government in the islands another set-back.

The might-have-beens, we are pleased to note, did not happen in this instance. The Court has refused to quibble on technicalities. The law is interpreted by a common-sense rule that it is not the province of the courts to overthrow the obvious purpose of the people in developing their local government within the broad limitations of the Organic Act.

The Bulletin has not enthused over the Municipal Act because it has so much of municipal form without a material increase of popular-government substance. Something is gained, however, when we have Honolulu a city in name, as other cities are, so that it will not be necessary to give long explanations to visitors regarding our "peculiar conditions."

The leaven of popular government is steadily at work, and having the municipality organized, the next step will be to secure during each legislative period a larger share of local control as events and the capacity of the people justify.

## PASSIONATE LEON WINS DIVORCE SUIT

Lawyer Leon Straus, who leaped into the limelight through the promiscuous and passionate mis-handling of an ugly appearing revolver won a case this morning before Judge Lindsay. Mrs. Nelson Watson was suing her husband for divorce, and Straus represented her. The proofs of the cruelty of her husband were so conclusive that the Judge granted the decree after several witnesses had been called.

## DEPUTY ATTORNEY-GENERALS BACK

Deputy Attorney General Whitney returned on the Hilo from the Coast last evening, and was back at his old place in the Executive building this morning. E. W. Sutton and bride also returned on the Hilo.

## QUARLES BACK

Judge Quarles has returned to Honolulu after nearly a month spent at Waiuku. Attorney Lightfoot, his partner, is now on the other island, attending to the firm's business there. Judge Quarles states that business is flourishing in the Maui metropolis.

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TUESDAY, SEPT. 1ST,  
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EHLERS

## JOHN MARCALLINO SELLS HIS BUGGY?

Sad, Sad Tale Develops  
From Attempted  
Sale

John Marcallino, clerk of Judge Lindsay's court, had misfortunes galore yesterday. John is well known on account of the neat horse and buggy he owns, and he indeed might well have been complimented, for the horse was a hummer, full of life all the time, as John found out, and the buggy was a triumph of the manufacturer's wagon-making art.

But, alas! all that is now past.

John decided to sell his pretty buggy yesterday, and took a prospective purchaser, a Japanese, out a-riding. Before they had gone far, however, John's restive animal took fright, and tried to beat the speed record down King street, incidentally doing the flying flip on the double quick when turning a corner. The horse misgauged the distance when passing Nuuanu and King, however, and there was a buggy-ballooning ascension. When John climbed out of the wreckage (the horse had considerably left one-half, the rear half, of the vehicle behind), he saw one of Eben Low's cowboys lassoing his pride down by the river.

Needless to say, John did not sell the buggy. And now he wishes he had never tried to.

## OFFICERS ANSWER LODGE INVITATIONS

E. R. Hendry, chairman of the committee in charge of the entertainment which the local Odd Fellows are to give for their brothers of the Fleet, received a reply to the invitations sent out from Lieut. Edward T. Consten, Flag Lieutenant, U. S. N., stating that the commanding officers of the vessels now in this port have been directed to grant liberty to the men who desire to attend Saturday evening. Captain V. L. Cottman, of the California, has also written stating that the invitation of the local Odd Fellows will be extended to all the lodgemen on his vessel.

## FREAR'S DINNER TO ADMIRALS

Governor and Mrs. Frear will entertain Admiral and Mrs. Ewinbarn, Admiral Schreder and others, at dinner at his home this evening. The Governor, with the Admirals, were the guests of Captain Reed at dinner last evening.

The Weekly Edition of the Evening Bulletin gives a complete summary of the news of the day.



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